

Albuquerque International Airport Traffic Control Tower
3400 Gibson Boulevard SE
Albuquerque, NM 87106-4263

Effective: August 1, 2006

Cancellation: August 1, 2008

Albuquerque ATCT Letter to Airmen No. 06-04

Subject: This letter pertains to Informal Noise Abatement at Albuquerque International Airport.

The Albuquerque City Aviation Department and Albuquerque Tower's Informal Noise Abatement procedures are included in this Letter to Airmen, along with a request that all pilots be aware of the residential areas surrounding the airport.

As in most cities, the residents of areas close to the commercial/military airport are sensitive to aircraft noise. Although we cannot eliminate aircraft noise, cooperative efforts by the pilots, the Albuquerque City Aviation Department, the military, and our tower personnel have resulted in minimizing noise exposure without compromising safety. This letter outlines our joint efforts and asks for continued support of our Informal Noise Abatement procedures.

The procedures listed below have been incorporated into our daily operations so as to minimize the noise effect. These procedures specifically address the areas immediately adjacent to the airport and are as follows:

1. When weather conditions are 5000-foot ceiling and seven miles visibility or greater, the Control Tower shall request all turboprop and turbojet aircraft (except STOL-type aircraft) making left turns off of runway 8 to delay their left turn until 13.5 DME from the ABQ VORTAC.
2. All other aircraft making left-turn departures from runway 8 should, unless otherwise instructed by ATC, delay their turn until the east field boundary and climb as expeditiously as possible so as to overfly any residential areas at or above 6500 feet MSL. When the weather is less than seven miles, or the mountain tops are obscured, turboprop and turbojet aircraft will also be included in this procedure.
3. We do not encourage VFR climb/routing over Tijeras Canyon by turboprop and turbojet aircraft. However, if it is necessary, we ask that you make a slight right turn to pass south of the Four Hills residential area 3 miles east of

the airport. These procedures help provide noise relief to several noise sensitive areas.

4. Runway 26 arrivals impact several noise sensitive areas, especially the Four Hills area. Turboprops and turbojets making a straight-in approach to runway 26 or arriving from the south are encouraged to pass south of the Four Hills residential area. Aircraft arriving from the north may have to overfly the Four Hills residential area and are encouraged to remain as high as practical until west of the residential area.
5. A noise curfew is in effect Monday through Friday, between the hours of 9 p.m. and 7 a.m., for all aircraft departing runway 8. All aircraft shall be instructed to turn right after takeoff. Turboprop and turbojet aircraft may be kept on a southbound heading until leaving 8000 feet MSL before being given a westbound heading. On weekends and certain holidays the curfew for turboprops and turbojets shall be extended from 7 to 9 a.m., local. These holidays include Thanksgiving Day, Christmas Day, and New Years Day.
6. Unless we are departing runway 21 because of the wind, runway 21 departures are discouraged unless operational requirements dictate the use of this runway. Turboprop and turbojet aircraft departing runway 21 may be assigned a 190-degree heading or farther east until leaving 8000 feet MSL or 5 miles south of the airport. Non-turbine powered aircraft departing northbound from runway 21 should turn ASAP to avoid noise sensitive areas southwest of the airport. When we are departing runway 21 because of wind, the procedures described above are applied on a traffic-permitting basis. If departing runway 3 because of wind or operational requirements, turboprops and turbojets may be assigned runway heading until leaving 6500 feet MSL.

These procedures may be altered as safety considerations (wind, movement area closure, weather, etc.) dictate; these procedures shall not be altered for the sole purpose to expedite traffic.

In addition to these procedures, the airlines are, or are in the process of, phasing out older and noisier aircraft to help alleviate some of our noise problems.

We appreciate your participation in these Informal Noise Abatement procedures. Please consider noise abatement an integral part of planning your arrival or departure from Albuquerque. We recognize that, as pilot-in-command, you are the final authority on the operation of the aircraft. We solicit your input to help the system be as responsible to the community as possible.

Rick G. Henson
Air Traffic Manager

Albuquerque ATC Tower